

Fuel for Thought

February 2004

The 939th Air Refueling Wing, Portland, Ore.

Vol. 2, Issue 2

83APS members are true professionals

We move it all

By Maj Connie Jenkins

What do the following things have in common? Keiko the killer whale, M1-A1 tanks, Seal Team boats, troops, helicopters, munitions, school books, Mark V boats, money, frozen beef, and fire trucks????? Everything listed above has been moved at one time or another by a member of the 83rd Aerial Port Squadron. Not only do our members deploy all over the world helping to load and unload every type of cargo aircraft in the fleet, they also get the opportunity to handle a variety of cargo! It is astonishing the vast array of items that the US Air Force moves in their aircraft.

Aerial porters are working all over the world; from fixed strategic ports like Charleston AFB, South Carolina to bare base operations and dirt air strips in a variety of overseas locations. For those who don't know: porters, pallet pushers or box kickers as they are affectionately known, work together with the Air Force, Marines, Army, Navy and Coast Guard to ensure required equipment, personnel and cargo get on the right plane for shipment at the right time. Driving forklifts and k-loaders through a maze of pallets and rolling stock is no new feat for these folks. They are well versed in what it takes to make something airworthy for shipment. Not only do they perform the actual loading or offloading of these missions, they are also responsible for ensuring in-transit visibility of all cargo put on the aircraft. This means utilizing very detailed computer systems to track you and your stuff at all times!

If you have been moved onto an AMC aircraft by an aerial porter you know how intricate the regulations can be regarding what is allowed on the plane and how it must be packaged or prepared. Pallets can weigh up to 10,000 pounds and include almost anything you can imagine the war fighter might need or want. In true military fashion (with safety of flight as a major issue) the regulations can be very extensive.

In the US Air Force, 78% of aerial ports are in the Guard and Reserve. As part of that large percentage our folks are trained to perform when called upon. Our local aerial port is a very motivated group of men and women who are highly

trained and ready. During peacetime we concentrate on training for war and when deployed we concentrate on

staying focused. **Focus and teamwork** are critical when you are loading or unloading weapons, munitions, hazardous materials, money for the commissary, food for the troops or the fully combat capable troops themselves.

Since joining the 83rd Aerial Port Squadron six years ago, I really have grown to understand them. Devoted and dedicated like all Air Force members, these folks take their jobs very seriously. Aerial port functions run the gamut from fleet services, to loading/unloading passengers or cargo (sometimes when the engines are still running), handling special materials like food, money, munitions or human remains, driving the big TUNNER (60,000 lb capacity k-loader), repackaging a unit's cargo or ensuring it is airworthy-these folks can do it all - even in full MOPP 4!

A finer group of aerial porters to send you off, bring you home or move you while enroute to your location you will never find than in the

83rd Aerial Port Squadron. Professional, dedicated, knowledgeable and focused -- this group exemplifies the term "mission ready". If variety is your spice of life this is a great place to experience it.



Maj Connie Jenkins
Commander, 83rd Aerial Port Squadron

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Congratulations

Civilian

Promotions

Sandra S. Dingman
Gary R. Tropple

939OSF
939AMXS

Larry D. Ferington
Michael S. Haggitt
Kaleen L. Hughes
Jeffari E. Mynatt

939AMXS
939AMXS
939SVF
939MXS

Military

Promotions

To Col:

Daniel J. Grassick
Robert F. Ferek
Joseph L. Davis

939 MSS
939 MDS
939 MDS

To SMSgt:

Nicholas D. Watts

939LRS

To MSgt:

Donna M. Crone
Joseph W. Holness
Derrick M. Jones, Sr.
Bruce W. Pritchett
Bonny L. Sandy
Gary R. Tropple

939ARW
939LRS
939AMXS
939CES
939SVF
939AMXS

To TSgt:

Paul E. Grinter, Jr.
Anthony T. Reich

939LRS
304RQS

To SSgt:

Christa E. Abbott
Jennifer M. Johnson

939MDS
939AMXS

To SrA:

Charlotte C. Bowers
Melissa L. McConnell
Richard G. Poor
Morgan N. O'Dell
Josiah A. Blanton

939CF
939LRS
939MDS
939MDS
304RQS

Welcome

Lt Col William S.K. Strauss

939MDS

Capt Joseph M. Foss

939MDS

Capt Duane Hinkle

939ARW

MSgt Joel A. Holt

939LRS

MSgt Jeffari E. Mynatt

939MXS

MSgt Ann M. Trimm

939MXS

TSgt Joseph W. Baptiste

939AMXS

TSgt Michael S. Haggitt

939AMXS

TSgt Gregory A. Kunz

939MXS

TSgt Maria T. Matingly

939AMXS

TSgt Daniel M. Mattson

939CES

TSgt Steven M. Watson

939CES

SSgt Oren T. Bergfald

939MDS

SSgt Stephen J. Dalton

83APS

SSgt Kent M. Haaland

939MSS

SSgt Kenneth L. Hair

939AMXS

SSgt Samuel W. Jacox

83APS

SSgt Patrick G. Lytle

939AMXS

SSgt James P. Mattingly

939MXS

SrA Jeremy R. Burlingame

304RQS

SrA Aaron J. McIntosh

939MXS

SrA Adam C. McKinney

83APS

A1C Diana J. Bellido

939SVF

A1C Keith M. Kopp

939LRS

A1C Paula M. Romine

939ARW

A1C Bernard I. Untalan

939LRS

A1C Kristy A. Williams

939LRS

A1C Andrew J. Young

939MSS

AMN Christopher Bishop

939RQS

AB Ryan D. Mack

939LRS

Fuel for Thought

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939 ARW Commander

Col. Mark A. Kyle

Chief of Public Affairs

Maj. Karen Magnus

Public Affairs Specialist/Editor/Admin

Roger A. Edwards



939th Maintenance Squadron recognized the people above during the January UTA at Commander's Call for "outstanding" hustle over an alternate UTA when every aircraft on the flightline was needed for a mission. Even though there was only one individual who had completed formal training, every person pitched in with hard work and ingenuity and met every requirement. They are (left to right) MSgts Ron Patterson and Mike Rak, SSgts David Riley and Wade Sullivan, SMSgt Deron McMaster and TSgt Rick Held. Also recognized but not pictured were MSgt Donald E. McClintock, TSgts James B. Castle, Kevin G. Fogg, Jackie J. Neale and SSgt Kevin P. McCans.



MSgt Bud Moreland, TSgt Brad Crow, TSgt Sam Green, MSgt Keith Barber, SMSgt Bruce Fontaine, Maj Kelly Buck, TSgt Andrew Weaver, MSgt Gary Bergland and TSgt Rick Held (left to right) were recognized in ceremonies held during Commander's Call at the January UTA, for beating the command standard by two days in completing acceptance checks on a newly assigned aircraft. Not pictured but also recognized for this were MSgt Ridley, TSgts Brent Curtis, Larry Ferington and Joseph Hannon, and Mr. Odilon Carranza.



photo by Maj Karen Magnus

Recently promoted SSgts Jennifer Johnson and Jonathan Edwards were formally inducted into Non-commissioned Officer ranks by Command Chief Master Sergeant Dale B. Barrett during ceremonies held at Maintenance Commander's Call during the January UTA.



photo by Maj Karen Magnus

CMSgt Loren N. Chapman of the 939th Aircraft Maintenance Squadron, is presented with a Letter of Appreciation by Lt Col Anthony R. Baity, 939th Maintenance Group Commander, in ceremonies held at Maintenance Commander's Call during the January UTA.



photo by Maj Karen Magnus

SMSgt Guy E. Newton of the 939th Maintenance Squadron, is presented with a Letter of Appreciation by Lt Col Anthony R. Baity, 939th Maintenance Group Commander, in ceremonies held at Maintenance Commander's Call during the January UTA.



photo by Maj Karen Magnus

SSgt Robert E. Emmons of the 939th Aircraft Maintenance Squadron, is presented with a Letter of Appreciation by Lt Col Anthony R. Baity, 939th Maintenance Group Commander, in ceremonies held at Maintenance Commander's Call during the January UTA.

Operation TeddyCare

The bears have landed

"We've just gotten our first shipment of teddy bears from Operation TeddyCare," said Linda S. Jager, director of 939th Family Support. "We were expecting 25, so you can imagine our pleasure when we opened the box and found 50."

The bears are from Operation TeddyCare, a non-profit, California-based operation founded by a disabled veteran and his wife that has distributed more than 30,000 bears since opening its doors in 1995.

The teddy bears go to comfort children who have to share the sacrifices and hardships when a military parent is deployed – even though they really don't understand what's going on. They are expected to be brave, do their homework and chores – to handle the stress of a missing loved one and be extraordinary in every way. The bears handed out by Operation TeddyCare are a way to express appreciation to great kids – and provide them a little comfort to boot.

"We went through the package and are keeping the smallest of the bears for our Layette Program," said Ms Jager, "and we had one selected for delivery to the eight-year old daughter of a recently injured reservist."

"The rest will be distributed as needed over the next few months, as our reservists are deployed – leaving young sons and daughters at home."

Ms. Jager encourages you to let her know if you are aware of a family situation in which one of the bears might bring a note of encouragement to a child. Just call 335-5011, or drop by. She and her team will be grateful.



photo by Matthew H. Grandhan

"We thought we'd have a little fun when we found 50 bears had been delivered," said Ms Linda S. Jager, Director of Family Support. "We asked Frank (left), Nichole (right), and Loren (upper left) Lovejoy to pose among the toys for us. They are the children of Annette Lovejoy, one of our volunteers, and MSgt Frank Lovejoy, 939AMXS first sergeant."



photo by Roger Edwards

Raymond Luke (holding the cake) got a surprise January 30 when, during a conference with the recruiting staff, Col Mark Kyle, 939th Air Refueling Wing Commander, accused him of being out of uniform. The colonel then pulled a pair of technical sergeant chevrons out and slid them across the table with his congratulations.

To meet new threats

Shaping the Force

(Editor's Note: This item is from the January 2004 issue of "Chief's Sight Picture," a periodic publication signed by Air Force Chief of Staff, Gen John P. Jumper.)

Over the last decade, we've seen a dramatic change in our security environment. We reduced our active duty force by nearly 40% — from 608,000 to 375,000 — while remaining engaged around the world at levels higher than at any time during the Cold War. To accommodate the changing world, we have completely transformed our Air Force, from one that dealt with the Soviet and North Korean threats into an agile Air Expeditionary Force, capable of rapidly responding anywhere, with tailored forces ready to deal with any contingency. Our transformation has yielded outstanding results. But, for the past two years, we have exceeded our mandated active duty end strength of 359,000. Under the President's declaration of a national emergency, our excess numbers are appropriate. While this is a temporary situation fueled by the Global War on Terrorism (GWOT), we now need a plan to return to the authorized levels. By the end of 2005, we should reduce the size of our active force by 16,000 people, and we must reshape the force to correct existing skill imbalances and account for a new range of missions in the GWOT.

I know it may not be clear why our active duty end strength needs to decrease while we are still heavily engaged around the world. Let me explain how we got to this point and what we are doing to fix it.

As a result of several years of high operations tempo, we were given some latitude on how quickly we came down to the legal end strength limit of 359,000. We also suffered an unprecedented recruiting problem during the 1990s. Recruiting has traditionally not been a problem for the Air Force, but a robust economy late in the 1990s had us falling short of recruiting goals for the first time since 1979. As a result, we took in thousands of people using skill mix assumptions that are no longer applicable to the demands of the GWOT. We now have several career fields overmanned, while suffering shortages in others. Our task now is to reduce the force while also fixing this skill mix imbalance.

One area that has affected our end strength is Stop Loss — a program we used in 2002 and 2003 to stop people from separating. When Stop Loss was lifted, many of those Airmen who intended to separate elected to stay. Other policies associated with the GWOT also influenced our end strength. We swelled the force by implementing programs that brought prior-service members and ARC volunteers on active duty to fill known critical skill shortages. Perhaps the most significant factor affecting our strength was, and still is, retention. Our goal for first term-enlisted retention is 55%, but, at the end of FY03, it was 61%. Across the board our retention is up, and for good reason! In addition to an increased sense of patriotism, the tax and pay changes —

some implemented for GWOT — really work. Imminent Danger Pay, Hardship Duty Pay, Combat Zone Tax Exclusion, Family Separation Allowance and a host of others, plus bonuses we pay to ensure we can retain critical skills, all add up to a very attractive compensation package that turned the tide toward staying in uniform. We are proud of our retention rates and that our people are electing to continue to serve.

To start our reshaping effort, we have set new targets for recruiting, from 37,000 this year to 35,600 in FY05 and 34,500 in FY06. We are also working on fixing our stressed career fields. Where we are short of people for the rotational requirement, we've taken action to direct more of our recruits into the stressed career fields. However, we know we can't replace 5 and 7-levels with people right out of technical school. Part of our force shaping will have to be done by retraining and shifting experienced people from over-staffed career fields. Many of our Airmen are willing to make the shift, and we will encourage retesting and support for waivers to qualify for retraining into critical skills. But in some career fields, our ability to absorb more people is often limited by training facilities and capacity. We will work to unclog any training backlogs. I am dedicated to reducing our stressed career fields and putting in place the right incentives to retain the people we task the most.

In addition to looking at retention, recruiting, and retraining, we are also looking at where our people are — we have Airmen serving in jobs outside the Air Force who don't deploy as part of our AEF. Some of these, such as joint positions and some defense agency positions, require uniformed people, and we benefit by having an Airman's perspective in those jobs. Others, however, may not require a uniformed person, or a military person at all. These are positions that we are working to legitimately reclaim into our ranks. Until very recently, we had not made all the manpower cuts we agreed to during the 1990s. We've now made the adjustments in our books — over 13,000 positions eliminated — but we still need to move some of the people. That means we have Airmen with advanced training and professional skills filling positions that no longer exist. It's hard for me to argue to the Congress that we don't have enough people when we should be using some of our Airmen in other required positions.

All of these efforts will be combined with several additional force shaping tools to get to our authorized manpower levels and to get the right skills in the right places. We will include initiatives such as restricting reenlistment in overage career fields, voluntary transfers to the ARC, shortening service commitments, limiting officer continuation for those deferred for promotion, commissioning ROTC cadets direct to the ARC, limiting reclassification of those eliminated from technical school, rolling back separation dates, and officer

Continued on next page -



photo by Maj Karen Magnus

MSgt Mark Richards, a 939th Maintenance Squadron communications/navigation specialist, demonstrated the proper form for pushups and situps under the new Air Force Fitness program, during the 939th Maintenance Group's Commander's Call at the January UTA. Lt Col Anthony Baity, the maintenance group commander, assisted MSgt Richards in his demonstration.

939 ARW team enjoys deployed med practice

by Maj Karen Magnus

Deployed medicine is practiced in many environments. While in Turkey, during our AEF rotation, Col Ostrander (Doc "O") and his team of 939th Medical Squadron medics had the opportunity to practice under austere conditions while providing all the medical care our personnel required.

Adding to its list of accomplishments, the 939th was the first medical unit in this AEF to set up a Squadron Medical Element (SME). It saw significant use. By the halfway point, nearly 130 people had been treated – and that did not include daily medical visits to maintenance crews on the flightline.

At one point during the AEF, Doc "O" assisted the base hospital by handling medavacs, physicals, and running the

clinic because he was the only flight surgeon on the base. He saw permanent party, embassy personnel and staff and



photo by Maj Karen Magnus

Doc "O" in his Turkish clinic.

Shaping

Continued from previous page -

and enlisted retraining.

We are out of balance for the contingency world in which we live. I recently returned from the AOR where I met people who had been deployed for more than 200 days. They take great pride in the job they are doing, but we are being unfair to them and their families. If at all possible, our goal is to give every qualified Airman who wants to stay in the Air Force the opportunity to do so. In addition, we will use every tool to shape the force we have available to avoid the extreme measures that were used in the early 1990s.

Saddam Hussein buried his airplanes in the sand rather than face your Air Force. That's respect, and you continue to earn it every day. Secretary Roche and I are proud of you, and are honored to serve with you. We will continue to remain closely engaged on these issues to ensure that we reshape the force into one that is suited for the 21st century while sustaining the standards of excellence and morale that are emblematic of the world's greatest Air Force.

provided an immunization clinic for anthrax and smallpox.

In addition to all that, he managed to fly at least one sortie with every aircrew without ever interrupting medical care.

Doc "O" also established a good rapport with Incirlik Air Base dental, and was able to get care for those who needed it.

So was this a good AEF? "Yup," said Doc "O", living up to his reputation for extreme brevity. He then added "The best part about this AEF was practicing operational flight medicine in support of OEF. The biggest challenge was getting SME gear ordered and packed, and learning what changes need to be made in equipment and meds for future deployments.

"It's good when it feels like you're doing something worthwhile," he said, "knowing that your work is assisting the war on terrorism."

First sergeants learn

Turkey trip, busy time

by Maj Karen Magnus

What does it mean to be "The Shirt", especially when you are deployed? SMSgt Jay Jahangiri, 939th Maintenance Squadron first sergeant, and MSgt Frank Lovejoy 939th Aircraft Maintenance Squadron first sergeant, worked nearly around the clock during the recent deployment to Turkey, taking care of the needs of the troops – everything from delivering cookies (donated by the spouses' club) to getting off base passes.

When asked what was the best part of this deployment, SMSgt Jahangiri said, "People saying this was the best TDY they have had, good accommodations, being able to get off-base and in general having their concerns addressed. That means I did my job well."

MSgt Lovejoy added, "The morale trip was on a beautiful day, and we were able to meet the Turkish people, learn a little of their culture, and glimpse their history, while seeing the potential for Turkey as it moves into membership in the EU."

Challenges for the shirts and deployed members were the three days of monsoon rain, lightening and high winds; plus the stress on aircrew and maintenance with the constantly changing flight schedule. "Everyone was in a constant state of preparation without necessarily getting to do what they were prepared for," said SMSgt Jahangiri. The good news was that it all paid off in a successful AEF, no missions were missed!

Some learning experiences were "Just how busy you can

be as a First Shirt on a deployment," said MSgt Lovejoy. And, according to SMSgt Jahangiri, another important learning experience was, "Bonding with local officials to obtain important documentation in a timely manner."

MSgt Lovejoy indicated that one of the positive aspects of this deployment was that "all the people, Turkish and American, provided excellent service, met every challenge and often went above and beyond in their assistance."

SMSgt Jahangiri concurred and added, "We attribute much of our success to the previous units also leaving a positive legacy for us to work from. Hopefully we did the same for those behind us."



photos by Maj Karen Magnus

MSgt Frank Lovejoy(left) and SMSgt Jay Jahangiri, first sergeants of the 939th Aircraft Maintenance Squadron and the 939th Maintenance Squadron respectively, learned from the Turkey trip.

939th MSS Education and Training Office

Testing Hours

CDC & PME

EVERY THURSDAY
0800 & 1300

FRIDAY BEFORE
THE "A" UTA
1300

SUNDAY
THE "A" UTA
0800 & 1300

Portland's Air Force Reserve Top III Executive Board Meeting

Sunday, 8 Feb 04 @ 1140
Conference Room – bldg 142

General Meeting

Sunday, 7 Mar 04, 1140
Dining Facility

Honoring the fallen, quietly

(Editor's Note: The following article is reprinted from the February 4 edition of U.S. News & World Report.)

by Jonathan Evans

There are no reporters on the tarmac at Dover Air Force Base. The public is not allowed to witness the military tradition of "receiving the remains." Instead, there are soldiers, roused at dark hours to stand in the confines of what seems like a secret as the dead are brought home.

I am one of the soldiers. Nearly every day we learn of another death in Iraq. In our collective consciousness, we tally the statistics of dead and wounded. The number is over 500 now. But none of our conjurings are as real and tangible as the Stars and Stripes folded perfectly over a coffin cradling one of those statistics on his or her way home.

It does not matter where somebody stands politically on the war, but I believe that all who have an opinion should know the cost of that opinion. When a soldier dies in a foreign land, his or her remains are returned to the United States for their final rest. The remains arrive in Dover, Del., without fanfare. No family member is present. There are no young children to feel sad or confused. Just a small group of soldiers waiting to do their duty and honor the fallen.

"Dover flights" are met by soldiers from the U.S. Army's 3rd Infantry Regiment, the storied Old Guard. They are true soldiers, assigned to an esteemed regiment, but it is a unit defined by polish, not mud. It seems that they quietly long to be tested with their comrades "over there." But it is clear to me as I watch them that they find immense pride in honoring their country this way.

Silence. I am a helicopter pilot in the U.S. Army, and it is my job to have the honor guard at Dover at whatever hour a flight arrives. In military-speak, the plane's grim contents are referred to as "HRs"--"human remains." Once the plane arrives, conversation ends. The soldiers form a squad of two even ranks and march out to the tarmac. A general follows, flanked by a chaplain and the ranking representative from the service in which the fallen soldier served.

The plane's cargo door opens slowly revealing a cavernous space. The honor guard steps onto a mobile platform that is raised to the cargo bay. The soldiers enter in lock-step formation and place themselves on both sides of the casket. The squad lifts, the soldiers buckling slightly under the weight. The remains have been packed on ice into metal containers that can easily exceed 500 pounds. The squad moves slowly back onto the elevated platform and deposits the casket with a care that evokes an image of fraternal empathy. It is the only emotion they betray, but their gentleness is unmistakable and compelling. The process continues until the last casket is removed from the plane. On bad nights, this can take over an hour. The few of us observing say nothing, the silence absolute, underscored by something sacred. There is no rule or order that dictates it, but the silence is maintained with a discipline that needs no command.

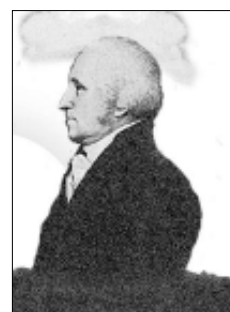
The caskets are lowered together to the earth, where the soldiers lift them into a van, one by one. The doors close, and the squad moves out. Just before the van rounds the corner, someone speaks in a voice just above a whisper. We snap to and extend a sharp salute.

There are those who would politicize this scene, making it the device of an argument over the freedom of the press. But if this scene were ever to be exploited by the lights and cameras of our "infotainment" industry, it would be offensive. Still, the story must be told. A democracy's lifeblood, after all, is an informed citizenry, and this image is nowhere in the public mind. The men and women arriving in flag-draped caskets do not deserve the disrespect of arriving in the dark confines of secrecy. But it is a soldier's story, and it must be told through a soldier's eyes. In the military, we seldom discuss whether we are for or against the war. Instead, we know intimately its cost. For those of us standing on the tarmac at Dover in those still and inky nights, our feelings have nothing to do with politics. They are feelings of sadness, of empathy. And there is nothing abstract about them.

President's Day, February 16, 2004



Lincoln



Washington

The story so far

Stan's cowboy guitar

(Editor's Note: Capt Stan Paregien is the Public Affairs Officer at the 932nd Airlift Wing, Scott Air Force Base, IL. He is currently deployed to Iraq, and sent the following "Story of the Martin "Cowboy" Guitar to a few public affairs "buddies," who had wondered if he really took it with him. The guitar is a limited edition (1 of 500), and is an expensive instrument.)

by Capt Stan Paregien

Warmest regards from the muddy war zone. Gentlemen, yes...the guitar you saw is mine...yes, it is indeed a limited edition (1 of 500 made)...yes, I certainly thought twice about bringing it...it is the most expensive guitar I have owned and maybe I shouldn't have...but, I paid extra for insurance and "bit the bullet" to bring it along...as part of Operation Iraqi Freedom. Do I regret the hassle? CONSIDER...

- The guitar flew over Baghdad and the Tigris River.
- It has survived two different flooded tents.
- It was played at a base memorial service for an American killed by gunfire outside the wire here.
- It was played during the Christmas party for the staff.
- It was played on the Night Before Christmas for a full chapel tent in the camp, while on the other side of base, one of our American troops died after being electrocuted trying to fix bad Iraqi wiring problems.
- It was played on New Year's Evening in the chapel tent as enemy rockets went over the edge of our base (THINK "Rockets Red GLARE" from the Star Spangled Banner).
- It was played for Iraqi school children recently who were writing on the walls because they had no blackboards.
- It is played each Sunday at base chapel...sometimes there are 70 people and sometimes there are less than 7 depending on work schedules...size really doesn't matter (in this case).
- It was played for 1200 people in the KIRKUK AIRBASE TALENT SHOW (our impromptu band got 4th place).
- It will be played on National Prayer Day (FEB 5) in a special luncheon...we pray a lot here, for our daily survival, for America, and for the future of Iraq and the Kurdish people.

- The case is muddy, all dinged up and one hinge is bent out of shape now, but it still protects the guitar from rain
- The guitar has been through a lot with me...I'll never sell it...I'll pass it on down to future generations with a diary hidden inside. Perhaps American children a generation from now will find it and talk to Iraqi children who will be



Capt Stan Paregien, a Public Affairs Officer currently deployed to Iraq, strums his rare painted "cowboy" guitar, one of only 500 produced, for some new friends.

positively affected by what we are doing for their parents right now in this part of the world. They can write the final chapter in the story of what this guitar has seen firsthand: the beginning of the new Iraq.

- As I write to you this very moment (Wednesday, 28 Jan, 2004 at 9:12 p.m.), outgoing Army mortar fire is making a "booming" sound...we never know when it will be the other way around.

So, no, I don't regret bringing it, although it is heavy and it makes for one more piece of equipment to haul around, I think it lifts the spirits of those who hear it...even mine at times, when I need to be alone by myself and just play. Sometimes I play along with a recording of my son on his fiddle and that gives me comfort to think about something else other than daily grind here. If some of our enemies (from within our own country and those from outside) want to call us "COWBOYS" for being here trying to make positive change in the world, so be it. Perhaps music can soothe the savage beast of hatred and calm the soul at the same time. Years from now, when I sit on my porch and play this particular guitar for visitors, it will retell the stories of what it has seen and heard.

Air Force CBT training required

by Roger Edwards

Have you signed on to the Air Force Computer Based Training sight yet? If you haven't, you should soon. According to John Fleming, the 939th Wing Information Assurance Manager, "everyone who operates a computer on the wing network will have to complete the "Network User Licensing" training – and that can only be done on the AFCBT site."

Taking the "Network User Licensing" training is being made an annual requirement Air Force Wide. Indications are that approximately 30 percent of the network security incidents during the last year resulted from poor practices that could have been avoided if better training were in place. FY03 training statistics reported for the Federal Information Security Management Act showed that only 59 percent of Air Force members were current in their training. According to the Col Ronnie D. Hawkins, Director of Communications

Operations, Deputy Chief of Staff for Installations and Logistics, "We need to reverse these trends."

"Wing members will need to create an account at the AFCBT web site," said Mr Fleming," using their Air Force e-mail address (i.e. john.doe@portland.af.mil) instead of the current accounts which may have commercial e-mail addresses (i.e. hotmail, yahoo, comcast, etc.). This change will allow AFRC to monitor and validate command wide user training completion."

Sign onto the AFCBT web site at http://www.smartforce.com/learning_community/Custom/USAF/login.asp. Once there, please read the instructions carefully before attempting to create your new account. Follow the instructions and create your account.

"If you have problems," according to Mr Fleming," contact your work group manager."

Once you have your account, please complete the "Network User Licensing" training and take the test. Print a copy of your test results and give it to your work group manager.

ID thieves want your data

Scam hits Internet

(Oregon InfraGard, Jan. 27)--A new "phishing" scam has hit the internet – an attempt at identity theft. The scam, a variant of several others, appears to be an e-mail originating from "PayPal", an on-line secure payment service. The following text appears in the message:

"Dear "PayPal" user. We would like to inform you that we are upgrading our server to install better protection software. So please click here and fill in the registration form again to renew your "PayPal" account." The message is signed, "PayPal" Administration.

When the user clicks on the "click here" link, they are sent to a fake "PayPal" website. The user is presented with a "Personal Account Identity Verification Form." This form attempts to glean all the user's personal account and credit

information. Once the scammers have this data, they can effectively assume the identity of the victim as well as make fraudulent charges on their credit cards.

Generally, companies such as "PayPal" will never request consumers provide personal information via e-mail or web forms. If you receive such a request from a company via e-mail, it is always best not to use the embedded link provided in the e-mail. It is better to manually enter the known web site link (i.e. www.ebay.com, www.paypal.com, www.usbank.com, etc.) into your web browser's address bar. You can then navigate to your account. This way you know that you have the valid company's website.

If you receive or fall victim to this type of internet fraud, you can make a complaint to the Internet Fraud Complaint Center www.ifccfbi.gov (soon to be www.ic3.gov).



Happy
Valentine's
Day



the back page

Jeep Chief, an AF tradition

by Roger Edwards

Members of the 939th Air Refueling Wing may have noticed newly promoted Chief Master Sergeants walking around the installation with a toy jeep. The reason is:

In the Air Force, the newest or most recently promoted Chief Master Sergeant is referred to as the Jeep Chief. With the designation go certain responsibilities. Chief among these is the care and up-keep of the JEEP.

Although the requirements vary from base to base (rules are set by the Chiefs of the base), the general rules and requirements are:

The JEEP is designed to instill a sense of belonging and esprit-de-corps to the newest member of the Chief's Group.

The Jeep Chief is responsible for the JEEP until the next Chief selectee pins on his new chevrons, or until passed to the next Jeep Chief, or for three months (whichever comes first).

The Jeep Chief will keep the JEEP with him at all times, on and off duty, when going to any and all Chief Group/Wing functions, in and out of uniform except when participating in athletic events, physical conditioning or when at home. The Jeep Chief must have ready access to the JEEP at all times.

The Jeep Chief will add some form of decoration to the JEEP. The decoration must not bring any form of disrespect to the JEEP and the Jeep Chief may

never remove any prior decorations.

The JEEP must be openly displayed at all times, never to be locked away, hidden or otherwise shamed.

The Jeep Chief is encouraged to display the JEEP at a prominent position in the office. The office is safe haven for the JEEP and it cannot be touched by any other chief unless the Jeep Chief has given permission. The Jeep Chief will make special effort to be present at all Chiefs Group and base functions to allow proper display of the JEEP.

Loss of the JEEP by the Jeep Chief is a social no-no and will be subject to a fine.

The JEEP must always be held in the highest regard, never degraded by deed or word. The Jeep Chief is required to safeguard the JEEP at all times. The Jeep Chief should trust no-one with the JEEP.

Should another Chief gain possession of the JEEP (only another Chief may secure the JEEP when the Jeep Chief fails to properly safeguard the JEEP), the Jeep Chief may not regain the JEEP by means of physical force. The Jeep Chief may either pay specified penalties, or regain the JEEP by extraordinary skill, cunning or wit.

The JEEP may not be connected to the Jeep Chief by means of a foreign object – i.e., string, rope, glue, handcuff, etc.

If the JEEP becomes permanently lost, there is a fine and the Jeep will be replaced with an exact replica to include all accoutrements.

Ask Sgt Look Sharp

Can I carry my personal cell phone in uniform?

Beeper and cellular phone - Clipped to waistband or purse or carried in left hand; prohibited unless required to perform duties.

Reference: AFI36-2903
Table 2.5 Pg 102 Item: 11

Did you know...

Retired members may - Wear the uniform at occasions of military ceremonies and are authorized to wear the appropriate uniforms prescribed at date of retirement, or any of the uniforms authorized for active duty personnel, including the dress uniforms. Do not mix uniform items (Note6): Members receive the retired lapel button at retirement. Retirees wear the retired lapel button on the left lapel. A member whose terminal assignment is in a First Sergeant's manpower authorization may wear the diamond in all instances the uniform is worn.

AFI36-2903AFRCSup1

PG 121 Table 6.1 Rule 16 & Note 6

Retirees - Retirees may wear civilian clothing when flying in military aircraft. They will present a favorable appearance in good taste. Members of the reserve components who are eligible to retire but are not at mandatory retirement age (60 years) do not wear the uniform while traveling on military aircraft.

Reference: AFI36-2903
Chapter 6 – Table 6-1 – Notes 6 & 7 – Pg 98

Term of the month...

Mandatory Clothing Items - Uniform clothing items each member must maintain.

Reference: AFI36-2903
Attachment 1 - Pg 101

Questions, Comments Suggestions,
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